1948-50 File No. 8566/3

VI

B CLASS P. W. DEPARTMENT & BRANCH (1)

Subject:—Chief Engineer's Conference.

Proceedings of the — held at Delhi in Nov. 1947.

IV

B K 1950

File No. 8566/36-IV

Ed. Scott. Blip. 24 A

G.R., G D., No 2408, dated 22-6-22.]

Correspondence

# DOCKET SHEET (B)

*Subject :—*

File No. 8566/36-VI

P. W. DEPT.

& (1) BRANCH.

*References :—*

| Date. | To whom sent. | Notes and instructions. |
|---|---|---|
| | | |

Government of India.

MINISTRY OF TRANSPORT: ROADS ORGANIZATION.

Telgram "ROADIND" - Jamnagar House,
New Delhi,

No. PL-4 (7) 48.

Dated the 15th May 1948.

MEMORAMDUM.

Subject:- Strengthening the Chief Engineer Head quarters Organisation.

.....

Please see the enclosed extract, from the record of the Chief Engineers' meeting held at Roorkee on the 13th April 1948, dealing with the above quoted subject.

2. It is suggested to Provincial Chief Engineers (Excepting the Chief Engineer United Provinces) that they may individually examine the necessity of strengthening their headquarters staff prganisation with a view to moving the provincial Government to take suitable action to implement the recommendations made at the Roorkee Chief Engineers' Meeting.

3. The draft proposals of the individual Chief Engineer might if he prefers, be discussed at the next Chief Engineers' Meeting which will be held just before the coming Transport Advisory Council meeting (recently postponed but expected to be held within a month or so). The Roads Organisation might be in a position to help if the draft

proposals weresent to the Consulting Engineer (Road)'s office together with a statement showing proposed expenditure on all public works during 1948-49 and the disposition of the existing public works Department staff by Circles, Divisions, sub-dividions etc.

Id/- 15-5-55 48

(G.M. Mckelvie).

Consulting Engineer to the Government of India

.....(Roads)

To

All Provincial Chief Engineers except
the Chief Engineer, United Provinces.

ENCL: One extract

Copy (with extract)forwarded to

(1) Chief Engineer (Planning) Public Works Department, Building and Roads, United Provinces, Lucknow.

(2) Ministry of Works, Lines and Power (with spare copy)

Id/- 21-5-

Id/- 15-5-48
(G.M. Mckelvie)

Consulting Engineer (Planning) to the

Secretary (C.R.&B.)

Government of India (Road)

Id/- 21-5-48.

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Enclosure

Extract from Record of Chief Engineer Meeting; Roorkee; 13th April, 1948.

(Original circulated with consulting Engineer (Roads)'s No. PL- 12(8) 48, dated 27th April 1948.)

Present:-

Chief Engineers of all Provinces (concerned with roads) or their representatives excepting Orissa ; Chief Engineer (Roads; & Chief Engineer, Central Public Works Department.

Item 17. Action required to implement Road Develo ment Programmes.

(a) Strengthening of Chief Engineers' Headquarte STAFF ORGANISATION.

The consulting Engineer Roads asked whether assuming that Government would be prepared to grant non- lapsing funds for road development and to agree to the creation of an independent autonomous Central Road Board, the Chief Engineers would be in a position to proceed with road development plans. He thought that this could only be done if provincial P.W.D. organisation at headquarters were strengthened.

He feared that the present position in regard to technical staff was not satisfactory in all Provinces.

He also felt that there was a shortage of labour in some of the Provinces and that it might be necessary to employ road making machinery in place of manual labour in order to carry out the programme and that for dealing satisfactorily with all such problems, expansion of the Chief Engineer's Headquarters office appeared to be

necessary.

The Chief Engineers agreed that it was essential to provide staff organisation on a scale commensurate with the long term targets of road development of each Province. They accepted that it was essential to make the permanent staff organisation in each Chief Engineers Office large and strong enough to provide the necessary dri guidance, and day to day assistance to the executive organisation; and that in particular, the Chief Engineer's Office should include

(i) A Materials and Plant Section, under an Officer of of sufficient status and competence, to overcome the difficulties experienced in securing controlled materials, transport, labour and specialised machinery; and

(ii) A design section capable of taking all the designing work of the Province with the eventual objective of having all design work done departmentally rather than through private firms (contractors) as is too often done at present.

(b) Example of United Provinces Staff Organisation.

The C.E. Roads stated that the U.P. had succeeded in carrying out probably more road work recently than all the other provinces put together, and the requested the Chief Engineer U.P. (Mr. Chakravarthy), to explain the sytem adopted by him to the other Chief Engineers.

Mr. Chakravarthy stated that the U.P. had 17 diversion in 1942 and that they now had 30 divisions. They did not make the mistake of disbanding the engineer organisations they had created

to carry out war Work.

At present the U.P. had Chief Engineers dealing with road development ~~that they were 4~~ and six superintending Engineers in regular circles and had provided for one Superintending Engineer for planning and one superintending Engineering for Town Planning. (It had not yet however been found possible to get suitable officers to fill the last two S.Es. posts). They had increased the number of Assistant Engineers from 32 (in 1942) to 170.

The U.P., P.W.D., did not have to enter into protected negotiations with their Finance Department in order to increase the staff when new projects were sanctioned. They had come to an understanding with the Provincial Finance Department and had evolved what was called the "Unit" system of staff, the "unit" being a full division consisting *of overseers (in the ratio of two qualified overseers to one ~~drawing office~~ "unqualified" but trained departmentally) plus the usual clerical and drawing office staff. A fifth assistant Engineer with corresponding overseer and other staff could also be included in the unit if justified.

*of one Executive Engineer, four Assistant Engineers and sixteen

The cost(officers' salaries only) of such a unit was approximately Rs. 32,000/- pe

annum, the low cost being due to the fact that most of the officers drew salaries at the bottom of the scales of pay A "Unit" was normally automatically sanctioned by the Provincial Government if the cost of the work on which the unit would be engaged amount to Rs. 30Lakhs.

The Chief Engineer had no difficulty in securing additional staff and he found it generally possible to keep the overhead charges to within 8 percent of the proposed works outlay.

In view of this arrangement with the Finance Department, the Chief Engineer U.P. did not experience any difficulty in taking up construction work sanctioned by the Provincial Government.

The Consulting Engineer (Reads) commented that, as far as he was aware, no other province had employed 3 chief Engineers in the Reads and buildings branches wer of their Public Works Departments though all provinces were talking big of road and building development. The time must come when talk should give place to action.

Training "Unqualified" subordinates.

Mr. Chakravarthy stated that he had trained men departmentally to function as Overseers for duties of comparaetively minor importance. These "unqualified" subordinates were, however, not given measurement books and were not usually put in direct charge of works. As a matter of fact, the policy in the U.P. was to entrust works and measurements to an officer not below the status of an assistant Engineer.

The Training of the "unqualified" men was conducted at nine centres where selected assistant Engineers gave lectures. The trainees were matriculates. They had to execute an agreement, before thet were accepted for training, which bound them to serve the Provincial Government for a specified period. In this way the U.P. had succeeded in turning out 500 trained men. Their target was 800, when employed they were called Works Supervisors - 1st Class, and were given a starting salary of Rs. 60/-

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JNCHADHA/15/5

8566/36/26897

P.W.D.

E.B(I).

Submitted for information,

2. Copies of the communication within may be forwarded to the C.S. and the P.S.G.

3. The present strength of the higher technical staff organisation in the P.W.D. sectt. is as follows:-

2 Chief Engineers.

2 Deputy Secretarys.

5 Deputy Engineers.

In view of the recommendations made at the Roorkee, Chief Engineers meeting, it is for orders whether the technical stafff organisation at the C.E's Headquarters is the P.W.D. sectt. may be strengthened. On receipt of orders necessary further action will be taken.

Id/- 2-7-48. Id/- 2-7-48 Thro' E.B.(II)

E.B.(I), has forgotten to mention the under secretary. In view of the recent recommendations of the A.E.C., the question of strengthening the technical staff organisation cannot be considered. However, this clearly shows that weakening the existing organisation is certainly undesirable. This is one of the points to be brought to the notice of Government while

representing against the committee's recommendations.

Id/-2-7-48.

D.S. Id/- 2-7-

Secy (J) This Province has also a unit staff laid down for each division and we cannot blame F.D, that they are not sanctioning the proposals for opening up new Divisions on the unitscale. We have however not enough men to man the divisions.

Secy (R&B) The O.M. does not give the H.Q. organisation for the Roads Branch. The 2 C.E.S. are not for roads but one for roads and one for irrigation. I certainly consider it may desirable that there should be a S.E. for road and bridge planning attached to the Chief Engineers' Headquarters Organisations besides the regular circles of S.Es for execution of work. As however the A.E.C. has recommended the abolition of S.E's posts the question has became complicated. It will however be necessar to retain the S.Es post or if so desired they may be styled as Deputy Chief Engineers, but with slightly longer jurisdiction.

P - Id/-

3-7-48.

I agree with Secretary (1) that one S.E. for road and bridge planning is desirable at the Chief Engineers' Headquarters Organisation. However, this question may be held over until final orders on the A.E.C's report are passed by Government.

Issued. Id/- 5-7-48.
Id/-
6-7-48.

No. 8566/36-E(I). Public Works Department.

Bombay Castle, 10th July 1948.

From

squire,
B.S. Vyas, Esquire, B.E., M.L.E., (Ind.), I.S.E.,
Chief Engineer to Government,
Public Works Department(Roads and Buildings).

To

The Consulting Engineer to the Government of India (Roads),
Ministry of Transport, Roads Organisation.
Jamnagar House,
New Delhi.

Subject:- Strengthening the Chief Engineers' Headquarters Organisation.

.....

Sir,

With reference to your letter No. P1-4(3)/48, dated the 15th May 1948, I am directed to state that the higher technical staff organisation at the Chief Engineers' headquarters in the Public Works Department Secretariat comprises of 2 Chief Engineers and 2 Deputy Secretaries and one Under Secretary of Executive Engineer's rank. It has been considered desirable to have a Superintending Engineer for road * organisation besides the regular circles of Superintending Engineers for Execution work- The Administrative Enquiry Committee recently appointed by the Government of Bombay has, however, recommended the total abolition of Superintending Engineer's posts and it is has therefore been decided to hold over the ques-

* and bridge planning attached to the Chief Engineer's headquarters

question of strengthening the headquarters organisation until a final decision on the Administrative Enquiry Committee Report is arrived at.

Yours faithfully,

Id/-

Chief Engineer to Government,
Public Works Department. (Roads and Buildings).

D.A. Nil.

Issued.

Id/-

10-7-48.

Government of India.
Ministry of Transport : Roads Organisation.

Telegram
"Readind".

Jamnagar House,
New Delhi,
No. PL-4 (7) 48.

Dated 5th November 1948.

From

The Consulting Engineer to the Government
of India (Roads).

To

The Chief Engineer,
Public Works Department,
BOMBAY.

Subject:- Strengthening of Chief Engineers' Headquarters Staff Organisation.

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Sir,

Please refer to Item No. 5 of the Record of the Chief Engineers' meeting held in New Delhi on 28th July, 1948 (Circulated with this office letter No. PL- 12 (15) 48, dated the 14th August, 1948) dealing with the above quoted subject - vide extract enclosed.

2. It is requested that the Chief Engineers may kindly inform this office what action has been taken or proposed to be taken by them to implement the recommendations made at the Chief Engineers' conference held on 28th July. 1948.

Yours faithfully,-

Id/- 5-11-48.

(J.G. Gomes)

Under Secretary
for Consulting Engineer to the Government of
India (Roads).

Encl. Extract reproduced below.

Extract from the Record 1 the CHIEF ENGINEERS MEETING;
New Delhi, 28th July, 1948.

* * * * *

Item: 5: Review of Position of headquarters' Staff.

(Memoranda No. PL-4(7) 48, dated the 15-5-48 and 12-7-48.)

As the purpose for which a materials Planning Officer had been advised, was not understood, Mr. Chakravarthy explained how he had arranged to secure controlled materials by appointing liaison officers of the rank of executive engineers at sources of supply and how the actual use of materials received had been planned with reference to the actual works in progress. These officers secure the materials needed by the other departments also of the Province. It was seen however that exact requirements would differ from province to province.

After discussion the following resolution was unanimously adopted. :-

"The Chief Engineers are of the opinion that each province should have, on its headquarters staff, the following three classes of officers according to the individual need and development work in the province :-

1. A bridge Designing Officer,
2. An Officer for general planning & Co-ordination and
3. A Materials and Plant Officer."

Shah/-

**Item No. 5.**

**Review of position of Headquarters' Staff.**

**(Memp. No. PL- 4(7)/48, dated the 15-5-48, and 12-7-1948).**

The Chief Engineers are of the opinion that each Province should have, on its head quarters staff, the following three classes of officers according to the individual need and developmental work in the Provinces:-

(1) A bridge Designing Officer.

(2) An Officer for general planning and co-ordination and

(3) A Materials and Plant Officer.

In view of the recommendation of the Administrative Enquiry Committee appointed by this Government, re; the total abolition of the S.E's' posts, it has been decided to hold over the question of strengthening the staff at the head quarters of this Government. until a final decision on the recommendations of the Administrative Enquiry Committee's Report is reached vide G.L. No. 8566/36-E (I), dated the 10-7-48. It is accordingly for orders whether the attention of the Consulting Engineer to the Government of India (Roads) may be invited to the G.L. and he may be informed that the question of strengthening

the headquarters organisation
has been held over for some time until
a final decision on the Administrative
Enquiry Committee Report is arrived
at.

Yes.

Id/- 9-10-48. Id/- 13-10-48.

T.S.

Id/- 18-11-48.

Originals in File No 8666/36 IX

Below para 2 of the Extracts from the Speeches of the President, Indian Road & Transport Development Association, Bombay.

Bombay's Road Programme.

"One cannot escape the conclusion, however, that organisational and administrative defects are hampering the acceleration of road works in an equally large measure. In pre-war years, it took nearly five years for a scheme of recognised importance to be formulated and approved and much longer than that for construction to be completed. A good road syste, can never be achieved by such a slow process. A new system of administration is essential and it is imperative in my opinion that the Public Works Department must be considerably strengthened and Engineers in charge of road construction must be allowed to work free from the trammels of additional duties such as irrigation works and maintenance, routine statistical work, building construction and maintenance and other duties which make it so difficult for Engineers working ~~thought requir~~ under the present system to devote to roads the time and thought required. I would further suggest that out Province should have four special Chief Engineers charged with reponsibilit for the construction of the four different categories of roads to be built under the Reconstruct- ion Plan, namely, National Highways, Provincial Highwa District Roads and Village roads. P

Owing to the neglect of pre-war years, the present administrative machinery is inadequate and a major reorganisation of this magnitude seems to me to be most essential if actual road construction is to keep pace with the schedule. "

C.B.(I).

With reference to para 2. of the extract at p. 11. ante containing the suggestion that 4 Chief Engineers should be appointed each for National Highways, Provincial Highways, District Roads and Village Roads, it may be mentioned that the question of strengthening the headquarters organisation has been held over until a final decision on the administrative Enquiry Committee Report is arrived at vide G.L. No. 8566/36-E(I) dated the 10th July 1948.

Id/- 16-2-49.

Id/- K-M-K-

17-2-49.

D.S.(R&B.)

The decision on the recommendations of the administrative Enquiry Committee has been since taken by Government. According to this decision, there would be only one Chief Engineer and two Deputy Chief Engineers in the Province. The Deputy Chief Engineers are however to start functioning after the posts of the Superintending Engineers have been abolished two years hence, In view of this Government decision, it is not possible to consider the suggestion of the President I.R.T.D. Association for appointing four Chief Engineers only for the Road Development Works.

Id/. K.V.J. 18-2-49.

D.S. (I&R.)

Id/- B.S.V.

18-2-49.

Secretary (R).

3.

VDD.

7/4/49.

Id/-

8566/36.

E.B.(1). P. W. D.

In G.L. No. 8566/36-E(I), dated the 10-7-48, the consulting Engineer to the Government of India, Ministry of Transport, Roads Organisation, was informed in consideration with strengthening the Chief Engineers' Headquarters Organisation that it was considered desirable to have a S.E. for road and bridge planning attached to the Chief Engineers' headquarters' Organisation besides the regular Circles & S.Es. for execution of work. The Ministry of transport was also informed that the A. E.C. had recommended the total abolition of the S.Es posts and it was therefore decided to hold over the question of strengthening the headquarters organisation until a finaldecision on the A.E.C. Report was arrived at.

In November 1948, the Ministry of Transport again recommended to this Department that each Province should have, on its headquarters staff the following three classese of officers according to the individual need and developmental work in the Provinces :-

(1) A Bridge Designing Officer.

(ii) An Officer for general planning and coordinationl

(iii) A Materials and Plant Officer.

No action re., strengthening the C.E's headquarters

on the above lines was however taken as the decision of the A.E.C. was still awaited.

The decision on the recommendations of the A.E.C. has however since been taken by Government according to this decision, there would be only one C.E. and two Deputy C.Es. in the Province. The Deputy C.Es. are however to start functioning after the posts of the S.Es. have been abolished two years hence vide the Deputy Secretary's note dated the 18-2-49, in file No. 8666/36-IX, copy put up at pp. 23-24 ante. In view of this decision the question of strengthening the C.E's headquarters staff on the lines indicated above need not perhaps be pursued further. These papers will then be recorded, if approved.

Id/- 28-4-50.

But I think there is a separate proposal under consideration for attaching the designes Dn. under the Chief Engineer Direct. SNP. 28-4-50.

Id/- 28-4-50.

Resubmitted.

2- File No. 2525/48 re: the appointment of a Bridge Engineer under the C.E., P.W.D., is put up below.

Id/- 4-5-50.

Papers containing the proposal of attaching the office of the Designs Dn. to the Chief Engineers' Office, have been submitted to the H.M. Those papers may be awaited.

Id/- 7-5-50-

As the question is under the consideration of H.M. perhaps it is desirable to show these papers to him at the present stage.

Chief Engineer

Id/- 17-5-50.

Id/- 18-5-50. Secretary.

To see my noting on file no. 2525/48 in the above connection.

H.M.

(i/c. Rt. Designs Dn.) Id/- 28-6-50.

Id/- 29-6-50.

Id/-29-6-50.